



Aviation Investigation Final Report

Location:	WATKINS, Colorado	Accident Number:	DEN93LA067
Date & Time:	June 6, 1993, 09:45 Local	Registration:	N7129L
Aircraft:	GRUMMAN AMERICAN 5	AA-	Aircraft Damage: Substantial
Defining Event:		Injuries:	3 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

AFTER TAKEOFF ON AN IFR CROSS COUNTRY FLIGHT, THE PILOT COMMENCED A 180 DEGREE TURN AFTER ENTERING THE CLOUDS AT 300 FEET AGL. THE INSTRUMENTS INDICATED DIFFERENTLY THAN HIS PHYSIOLOGICAL SENSES AND HE WAS UNABLE TO MAINTAIN CONTROL OF THE AIRCRAFT WHICH DESCENDED IN A SPIRAL AND COLLIDED WITH THE GROUND APPROXIMATELY TWO MILES FROM THE TAKEOFF AIRPORT.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: SPATIAL DISORIENTATION WHICH PREVENTED THE PILOT FROM MAINTAINING CONTROL. A FACTOR WAS: LOW CEILING.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (F) WEATHER CONDITION - LOW CEILING
 2. (C) SPATIAL DISORIENTATION - PILOT IN COMMAND
 3. AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND
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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Findings

4. TERRAIN CONDITION - OPEN FIELD

Factual Information

Pilot Information

Certificate:	Commercial; Flight engineer; Private	Age:	29, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	September 16, 1992
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	803 hours (Total, all aircraft), 41 hours (Total, this make and model), 740 hours (Pilot In Command, all aircraft), 7 hours (Last 90 days, all aircraft), 1 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	GRUMMAN AMERICAN	Registration:	N7129L
Model/Series:	AA-5 AA-5	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	AA5-0629
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	April 1, 1993 Annual	Certified Max Gross Wt.:	2200 lbs
Time Since Last Inspection:	101 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	3145 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	O-320-E2G
Registered Owner:	SCOTT, CARL	Rated Power:	150 Horsepower
Operator:	ADVANCED AVIATION	Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument (IMC)	Condition of Light:	Day
Observation Facility, Elevation:	FTG ,5500 ft msl	Distance from Accident Site:	2 Nautical Miles
Observation Time:	09:57 Local	Direction from Accident Site:	180°
Lowest Cloud Condition:		Visibility	1 miles
Lowest Ceiling:	Overcast / 300 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	10°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	10°C / 10°C
Precipitation and Obscuration:	N/A - None - Fog		
Departure Point:		Type of Flight Plan Filed:	IFR
Destination:	DODGE CITY , KS (DDC)	Type of Clearance:	IFR
Departure Time:	09:42 Local	Type of Airspace:	Class D

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	0	IFR Approach:	
Runway Length/Width:		VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	2 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 Minor	Latitude, Longitude:	39.749019,-104.599876(est)

Administrative Information

Investigator In Charge (IIC):	Wiemeyer, Norman
Additional Participating Persons:	JOE WILLIAMS; DENVER , CO
Original Publish Date:	November 3, 1993
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=18294

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The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).